

City of Austin Transit Oriented Development

Plans and Implementation

Urban Design Division of
Planning and Zoning Department

Transit Oriented Development

Define TOD

TOD in Austin

- Timeline
- Location
- Plans
- Implementation

Development Since Adoption





Transit Oriented Development

Transit Oriented Development (TOD) is...

compact, mixed use development within walking distance of high capacity transit.

TOD features...

vibrant streetscapes, pedestrian oriented built forms and land use characteristics that make it convenient and safe to walk, cycle, and use public transit.

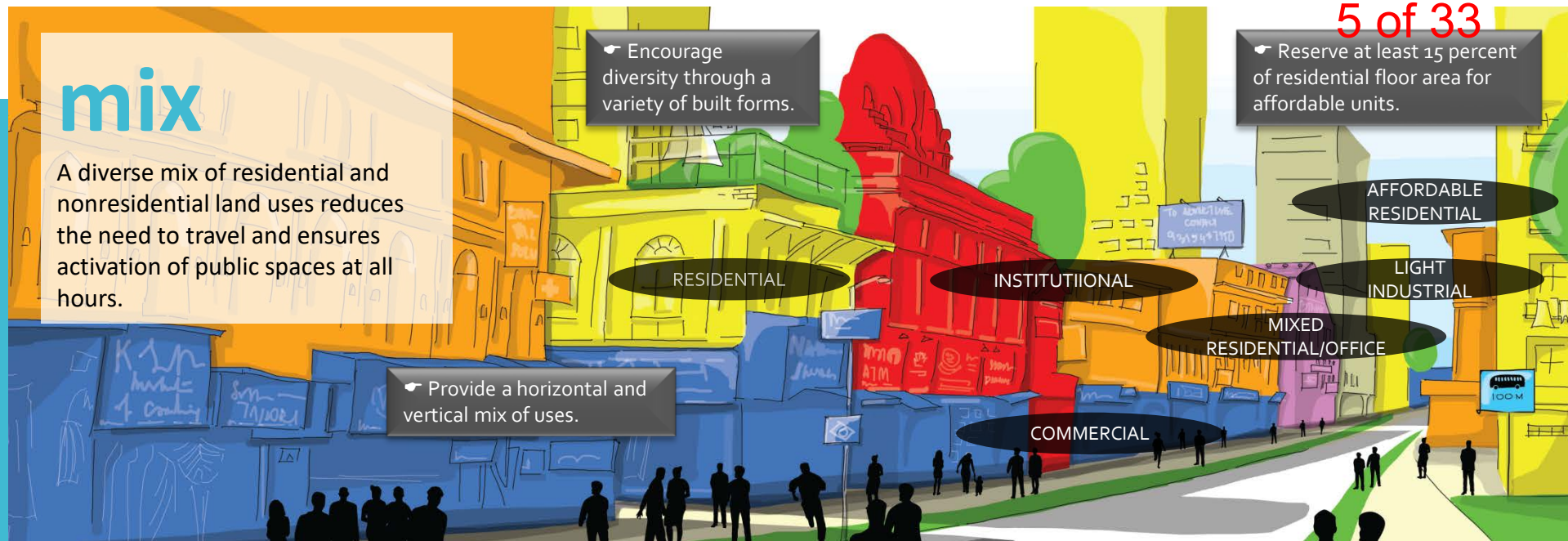
And is an integral part of the transit system for building ridership and economic value.

mix

A diverse mix of residential and nonresidential land uses reduces the need to travel and ensures activation of public spaces at all hours.

☛ Encourage diversity through a variety of built forms.

☛ Reserve at least 15 percent of residential floor area for affordable units.

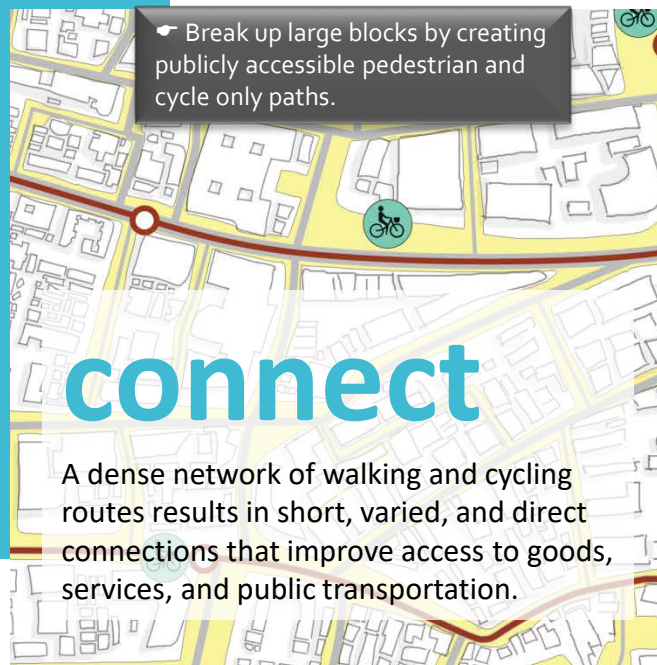


☛ Provide a horizontal and vertical mix of uses.

☛ Break up large blocks by creating publicly accessible pedestrian and cycle only paths.

connect

A dense network of walking and cycling routes results in short, varied, and direct connections that improve access to goods, services, and public transportation.



compact

Redevelopment of existing urban fabric helps ensure that residents can live close to jobs, schools, services and other destinations, resulting in reduced travel times and emissions.

☛ Center new developments around high capacity transit (rapid, rail).

☛ Maintain commute times to employment centers at 20 minutes or less by public transportation.



walk

High quality, unobstructed pedestrian footpaths provide basic mobility for all. Furniture, landscaping elements, and active building edges transform walkways into vibrant public spaces.

☛ Encourage active and visually permeable frontage – rather than blank compound walls – to improve safety.

☛ Provide street trees and covered walkways to make walking pleasant, even during hot months. Ensure that lighting is present to increase safety at night.

☛ Encourage active and visually permeable frontage – rather than blank compound walls – to improve safety.

☛ Use speed table crossings to reduce motor vehicle speeds.

☛ Create continuous, physically segregated cycle tracks when motor vehicle speeds are higher than 20 mph.

cycle

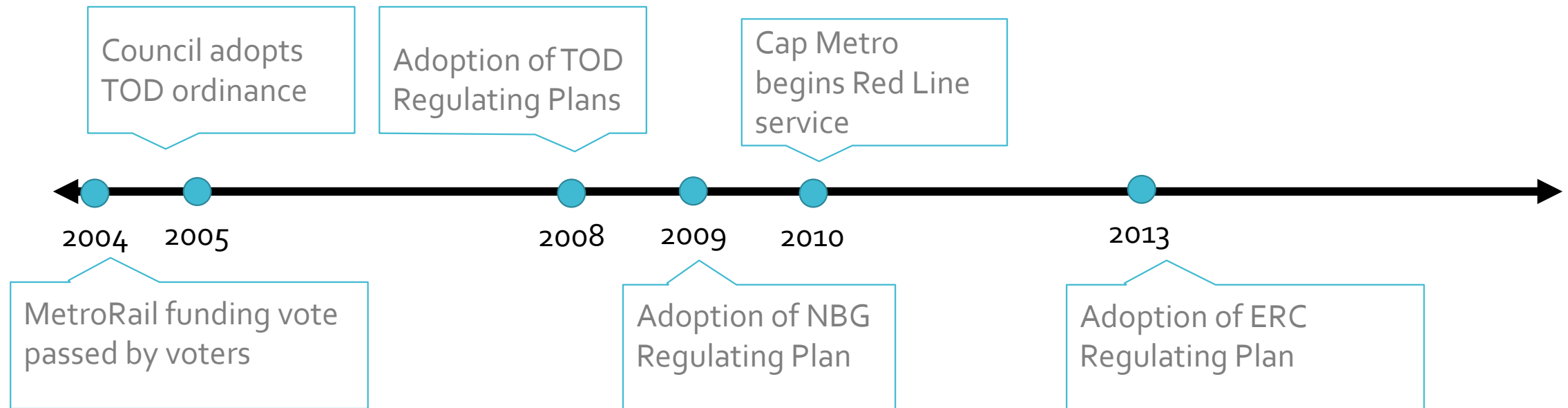
Street design ensures safety for cyclists by reducing roadway speeds or creating separate cycle tracks. A complete networks, adequate shading elements, smooth surfaces, and secure cycle parking are essential.

Transit Oriented Development in Austin

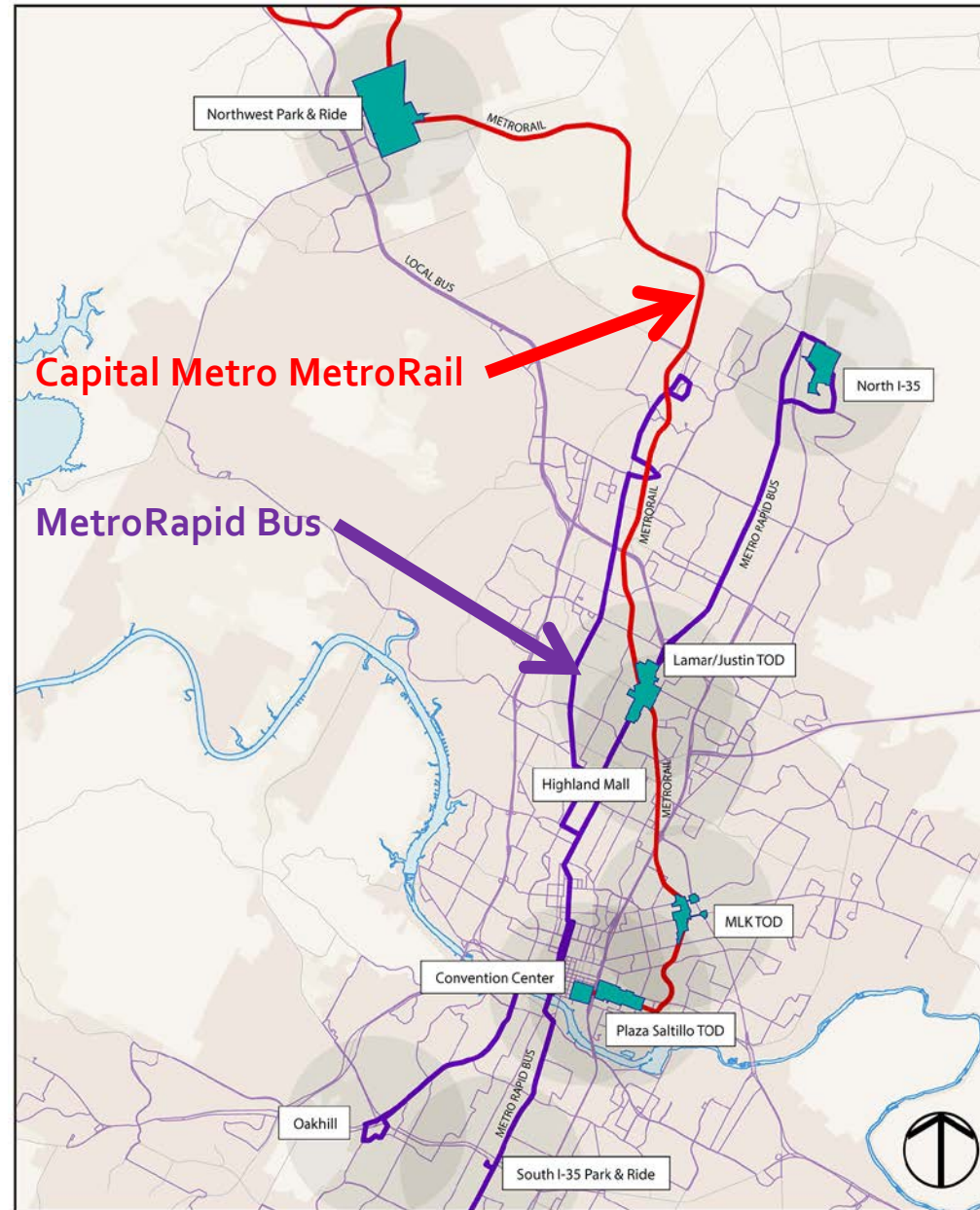
An Overview



Timeline of TOD Plan Development & Adoption



Locations

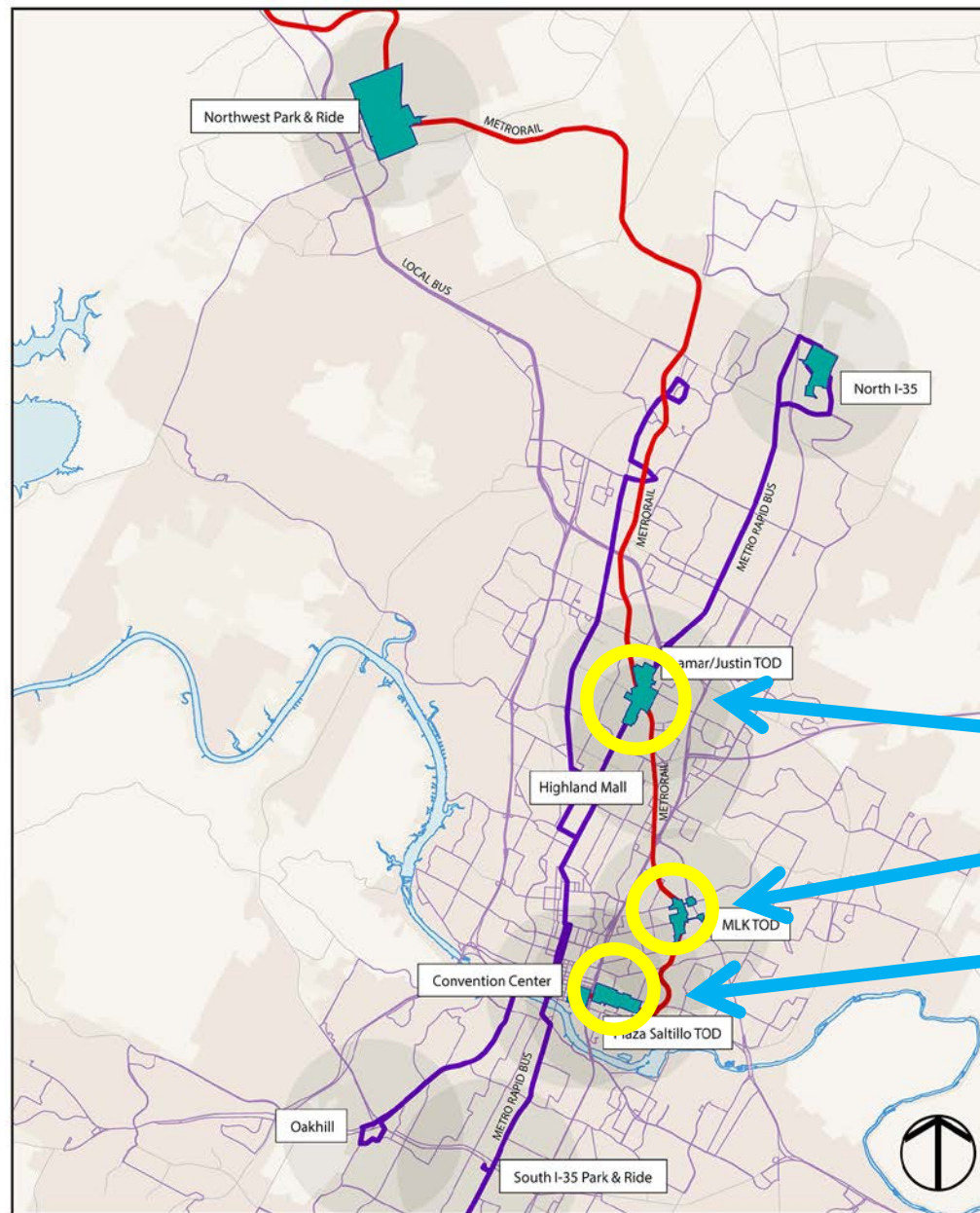


In 2005, City Council adopted Ordinance No. 20050519-008 creating a new zoning category – TOD or Transit Oriented Development.

To date there are 9 TOD Locations:

- Northwest Park & Ride
- North I-35
- Lamar/Justin TOD
- Highland Mall
- MLK TOD
- Plaza Saltillo
- Convention Center
- South I-35 Park & Ride
- Oak Hill

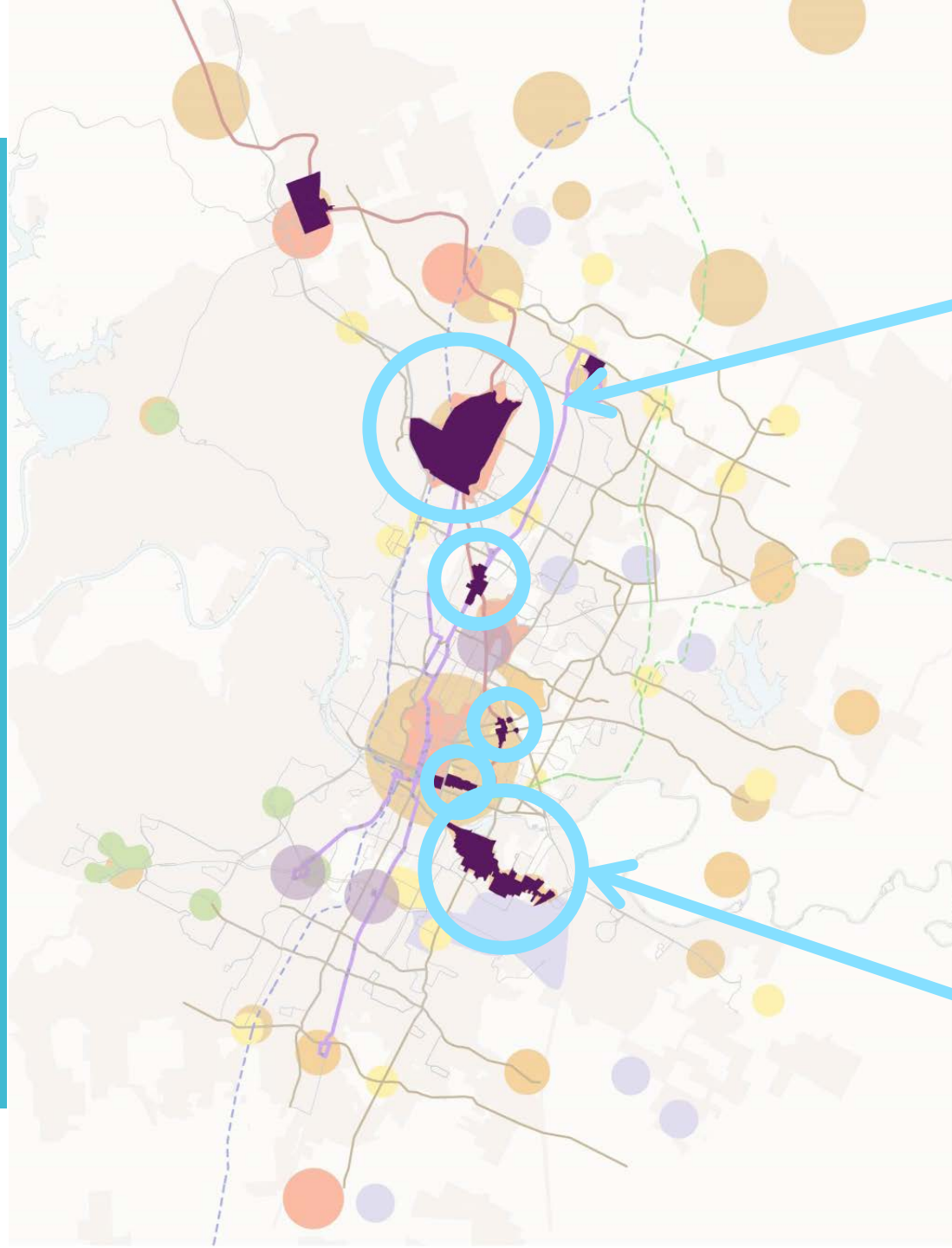
Locations of TOD's with Adopted Regulating Plans



To date, 3 TOD locations have completed both Phases of the TOD process and have an adopted Station Area Plan as well as an adopted Regulating Plan.

- Lamar/Justin)
- MLK TOD
- Plaza Saltillo

Honorary TOD's



Honorary TODs:
They do not technically have
TOD zoning but function
essentially the same.

North Burnet/Gateway

Lamar/Justin TOD

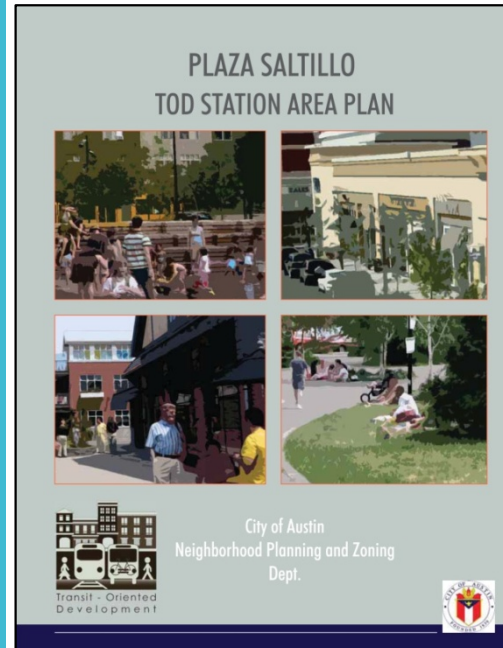
MLK TOD

Plaza Saltillo

East Riverside Corridor

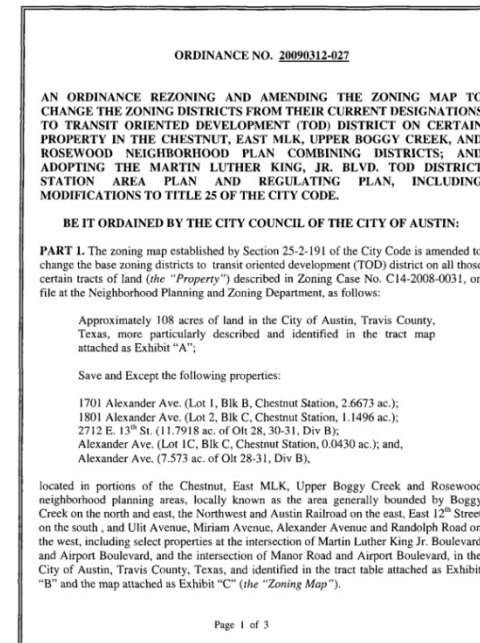
Plan Elements

1



Station Area Plan
or
Master Plan

2



Adopting
Ordinance

3

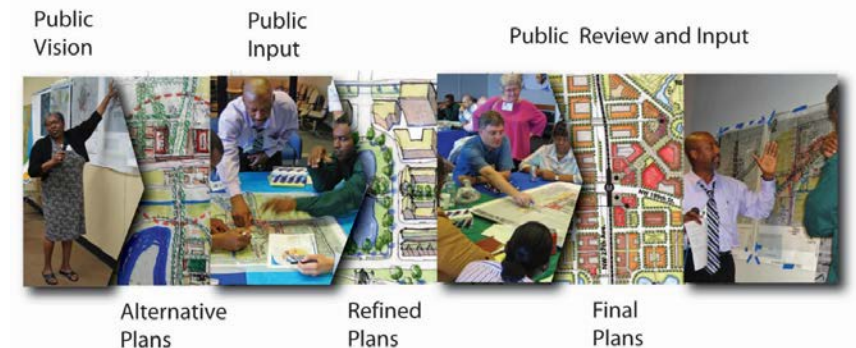
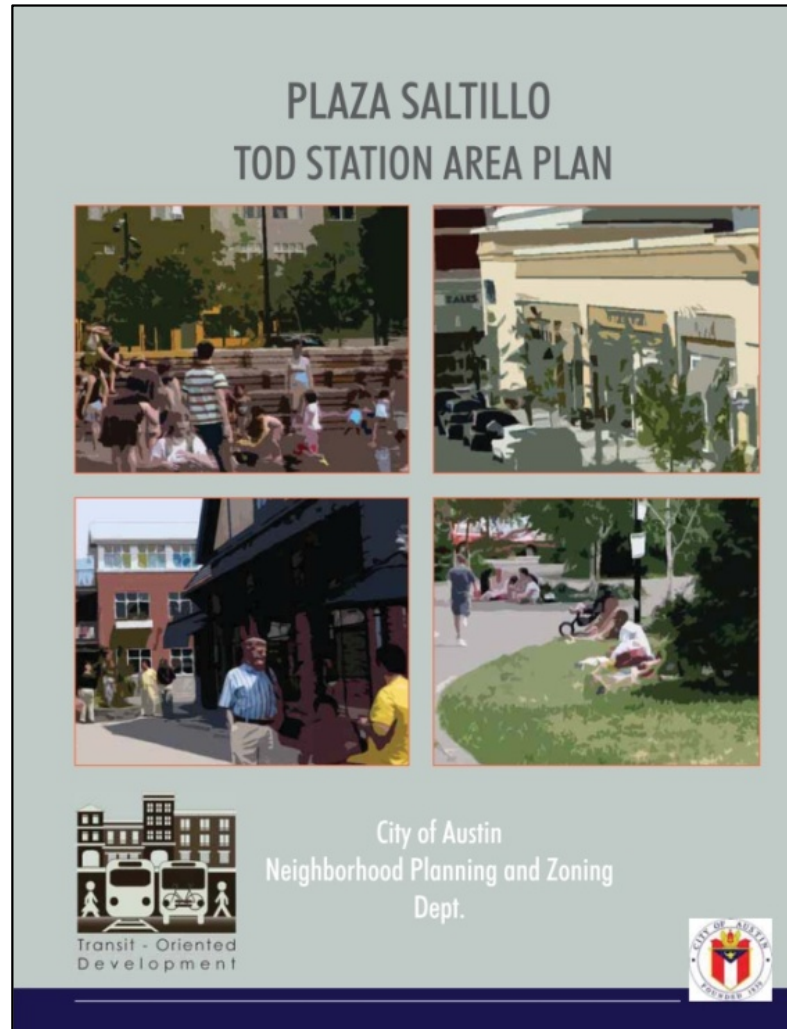


Regulating Plan

Station Area Plan or Master Plan

1

- Provides a Vision tailored to the specific context.
- Addresses standards and implementation strategies
- Responsive to citywide goals and market forces and still reflective of the neighborhood vision.



- Upgrade water, wastewater, and stormwater infrastructure
- Develop green infrastructure
- Place electric infrastructure underground

- Preservation of affordable housing
- More public \$ for affordable housing
- Density bonus program

Open Space

Infrastructure

Affordable Housing

TOD Vision

- Improved streetscape standards
- Continuous building edge
- Shade and pedestrian comfort
- Active edge standards
- Improved parking design

Mobility

Urban Design

Land Use & Density

- Designated activity 'hubs' and transit centers
- Encourage mixed uses
- Form based land use districts
- Transit supportive density

- Non-motorized infrastructure
- Improve ped safety
- More and better sidewalks
- Improve street network
- Reduce overparking

- Increase variety of open spaces
- Improve connections between parks
- Increase open space and preservation areas
- Integrate with green infrastructure

Adopting Ordinance

2

- Rezones properties.
- Establishes the Regulating Plan as the government document for the parcels included in the Specific Regulating District.

ORDINANCE NO. 20090312-027

AN ORDINANCE REZONING AND AMENDING THE ZONING MAP TO CHANGE THE ZONING DISTRICTS FROM THEIR CURRENT DESIGNATIONS TO TRANSIT ORIENTED DEVELOPMENT (TOD) DISTRICT ON CERTAIN PROPERTY IN THE CHESTNUT, EAST MLK, UPPER BOGGY CREEK, AND ROSEWOOD NEIGHBORHOOD PLAN COMBINING DISTRICTS; AND ADOPTING THE MARTIN LUTHER KING, JR. BLVD. TOD DISTRICT STATION AREA PLAN AND REGULATING PLAN, INCLUDING MODIFICATIONS TO TITLE 25 OF THE CITY CODE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to change the base zoning districts to transit oriented development (TOD) district on all those certain tracts of land (*the "Property"*) described in Zoning Case No. C14-2008-0031, on file at the Neighborhood Planning and Zoning Department, as follows:

Approximately 108 acres of land in the City of Austin, Travis County, Texas, more particularly described and identified in the tract map attached as Exhibit "A";

Save and Except the following properties:

1701 Alexander Ave. (Lot 1, Blk B, Chestnut Station, 2.6673 ac.);
1801 Alexander Ave. (Lot 2, Blk C, Chestnut Station, 1.1496 ac.);
2712 E. 13th St. (11.7918 ac. of Olt 28, 30-31, Div B);
Alexander Ave. (Lot 1C, Blk C, Chestnut Station, 0.0430 ac.); and,
Alexander Ave. (7.573 ac. of Olt 28-31, Div B),

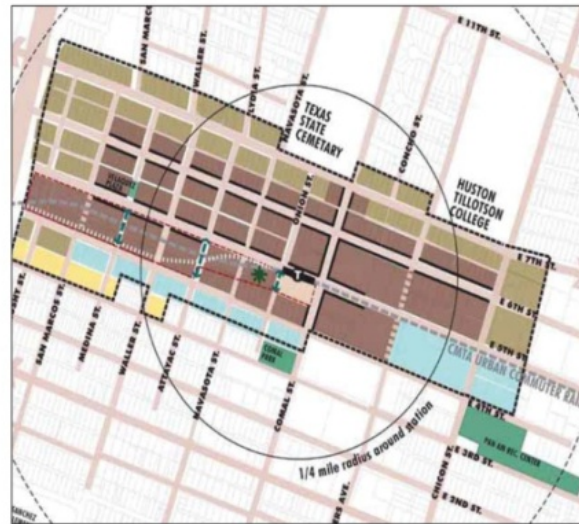
located in portions of the Chestnut, East MLK, Upper Boggy Creek and Rosewood neighborhood planning areas, locally known as the area generally bounded by Boggy Creek on the north and east, the Northwest and Austin Railroad on the east, East 12th Street on the south, and Ulit Avenue, Miriam Avenue, Alexander Avenue and Randolph Road on the west, including select properties at the intersection of Martin Luther King Jr. Boulevard and Airport Boulevard, and the intersection of Manor Road and Airport Boulevard, in the City of Austin, Travis County, Texas, and identified in the tract table attached as Exhibit "B" and the map attached as Exhibit "C" (*the "Zoning Map"*).

Page 1 of 3

3

Regulating Plan

REGULATING PLAN for the Plaza Saltillo TOD Station Area Plan (SAP)

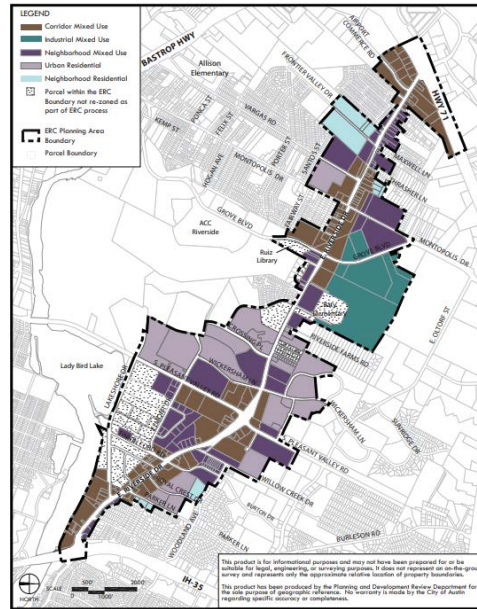


Adopted: December 11, 2008
Effective: March 1, 2009

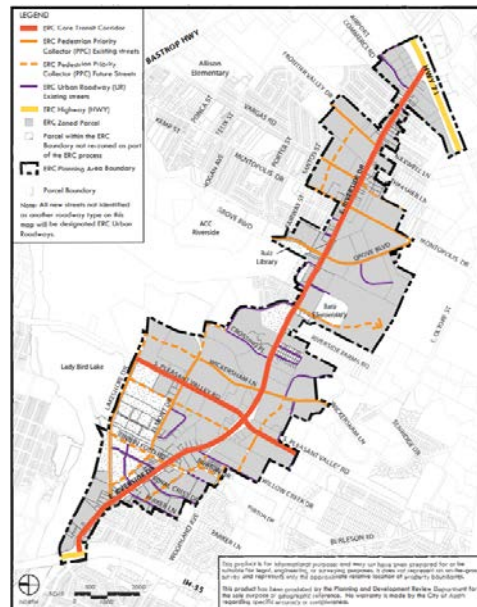
- Defines Subdistricts and Roadway Categories.
- Addresses land use requirements, density, and height limits.
- Regulates sidewalk width, building frontage requirements, streetscaping amenities, utility placement, and the location of building design standards.
- Outlines Density Bonus items.

Regulating Plan Organization

- Review Process
- Land Use/Building Density
- Circulation and Connectivity
- Site Development Standards
- Building Design



Subdistrict Map



Roadway Map



Height, Use & Building Form

Figure 1-11: Neighborhood Mixed Use (NMU)
Summary of NMU Subdistrict Development Standards

CMU

IMU

NMU

UR

NR

Lot Size
Minimum Lot Size: 1,600 sf
Minimum Lot Width: 20'

Minimum Setbacks
Front and Street Side Yard*:
No ground-level front yard or side yard setbacks are required. Instead, development must meet the building placement standards in Section 4.3.
Interior Side Yard: 0'
Rear Yard: 0'
Upper-Story Building Facade Street-Side Step-backs:
The building facade at the fourth story and above must be stepped back a minimum of 10 feet from the ground-level building facade line.
* If the street right-of-way is less than 60 feet in width, see Section 4.3.3.C.


Building Placement
Building placement determined by Roadway type and Active Edge Designation.
* See Fig. 1-3 for Roadway Type designation and Section 4.3 for design requirements.

Maximum Impervious Cover
Impervious Cover:
80% or Maximum Allowed by Environmental Criteria Manual.*
* The Environmental Criteria Manual is one of 9 Technical Criteria Manuals used by the City of Austin.


Floor to Area Ratio (FAR)
Maximum Floor-to-Area Ratio (FAR) by Right: 1:1
Note: Additional building height may be granted in exchange for the provision of public benefits. Maximum FAR waived with a development bonus. Development bonus criteria and standards are detailed in Article 6.

Building Height
Maximum Building Height:
50 feet
Maximum Building Height with Development Bonus:
See Figure 1-8.

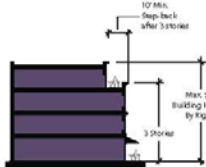
Compatibility
See Section 4.2.4 for compatibility standards.



ABOVE & BELOW:
Examples of development similar to that allowed in the Neighborhood Mixed Use Subdistrict.



NEIGHBORHOOD MIXED USE (NMU) SUBDISTRICT
The Neighborhood Mixed Use Subdistrict provides for mid-rise residential with neighborhood-oriented retail and smaller employers. It is intended to have opportunities for attached residential and smaller-scale commercial uses.



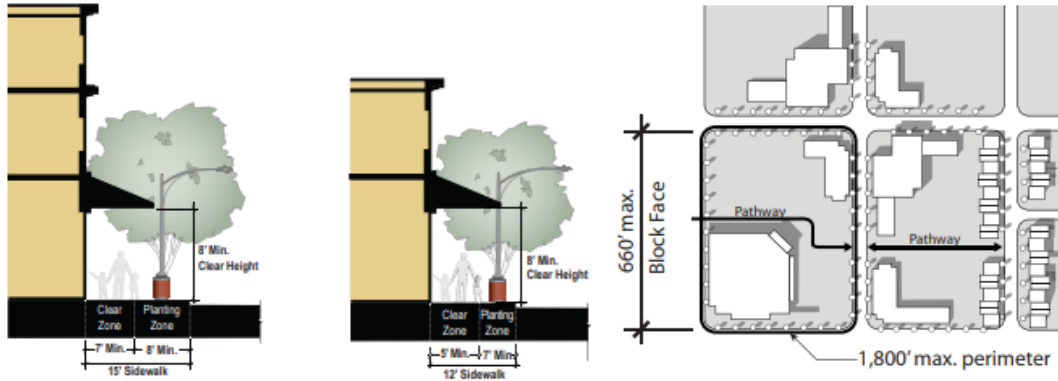
ABOVE:
Typical height limit and step back requirements for buildings within the Neighborhood Mixed Use (NMU) Subdistrict.*
* Max. Building Height with a Density Bonus is established on Figure 1-8.

Neighborhood Mixed Use (NMU) Land Use Summary*

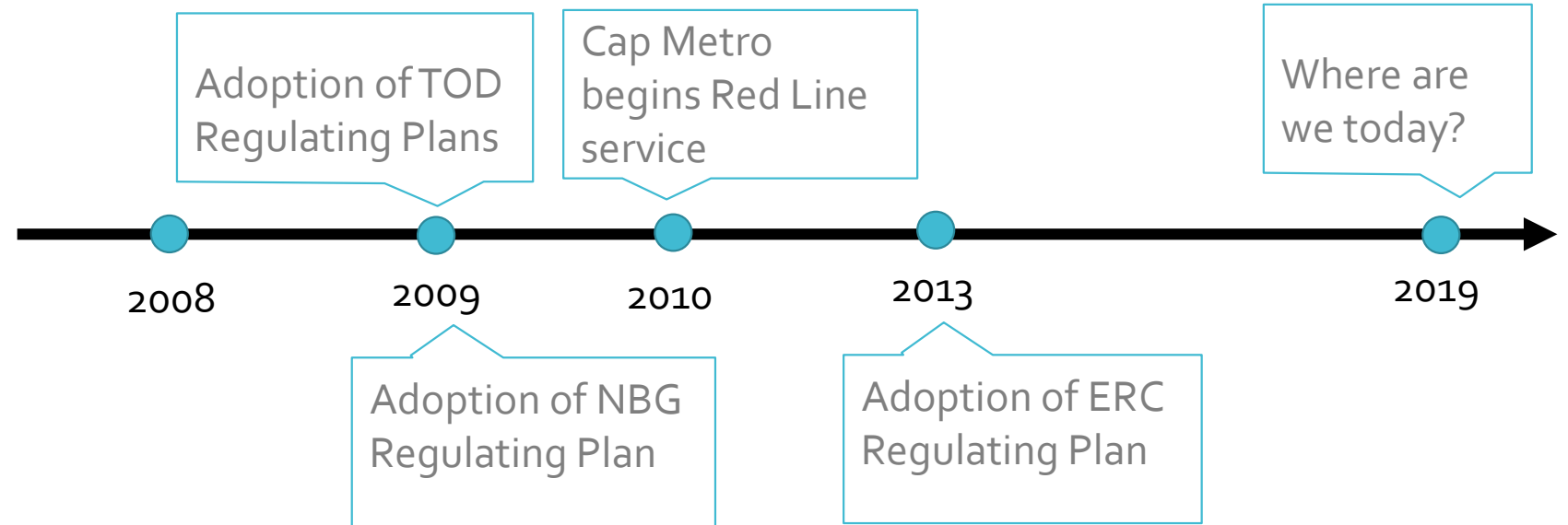
Land Use	
Residential, attached	Permitted
Residential, detached	Not Permitted
Smaller-scale Retail (less than 50,000 sq. ft.)	Permitted
General Retail	Not Permitted
Office	Permitted
Warehousing & Light Manufacturing	Not Permitted
Education / Religion	Permitted
Hospitality (hotels/motels)	Permitted
Civic Uses (public)	Permitted

*The table above provides a summary only of land uses permitted within the Neighborhood Mixed Use Subdistrict. See Section 2.3.3. for a complete list of permitted land uses.

Public Realm



Development since adoption



Regulating District Comparison

District	Date Effective	Subdistricts	Max Ht	Max Ht w/ Bonus	Max Far	Stepbacks	Bonus	Add'nl Req's
Plaza Saltillo	3/1/09	6 subdistricts : low/med/high res; live/work; mixed use, CMU	60 Ft.	60 Ft.	2:1	n/a	Increase height to 60 Ft or increase # of units per acre, applicant req. to provide 10% on-site AH	No drive throughs
MLK	3/23/09							
Lamar/Justin	3/1/09							No drive throughs
NBG	3/23/09	6 subdistricts : CMU; IMU; NMU; NR; WMU; CI	60 Ft.	120-360 Ft.	3:1	6 th story and above	10% of bonus must be AH	AE 1 Star rating, Addn'l water QC
ERC	5/20/13	5 subdistricts: CMU; NMU; IMU; UR, NR	60 Ft.	65 – 160 Ft.	2:1	4 th story and above	50% of bonus earned w/ affordable housing, 25% by providing public open space	Addn'l water QC

Plaza Saltillo



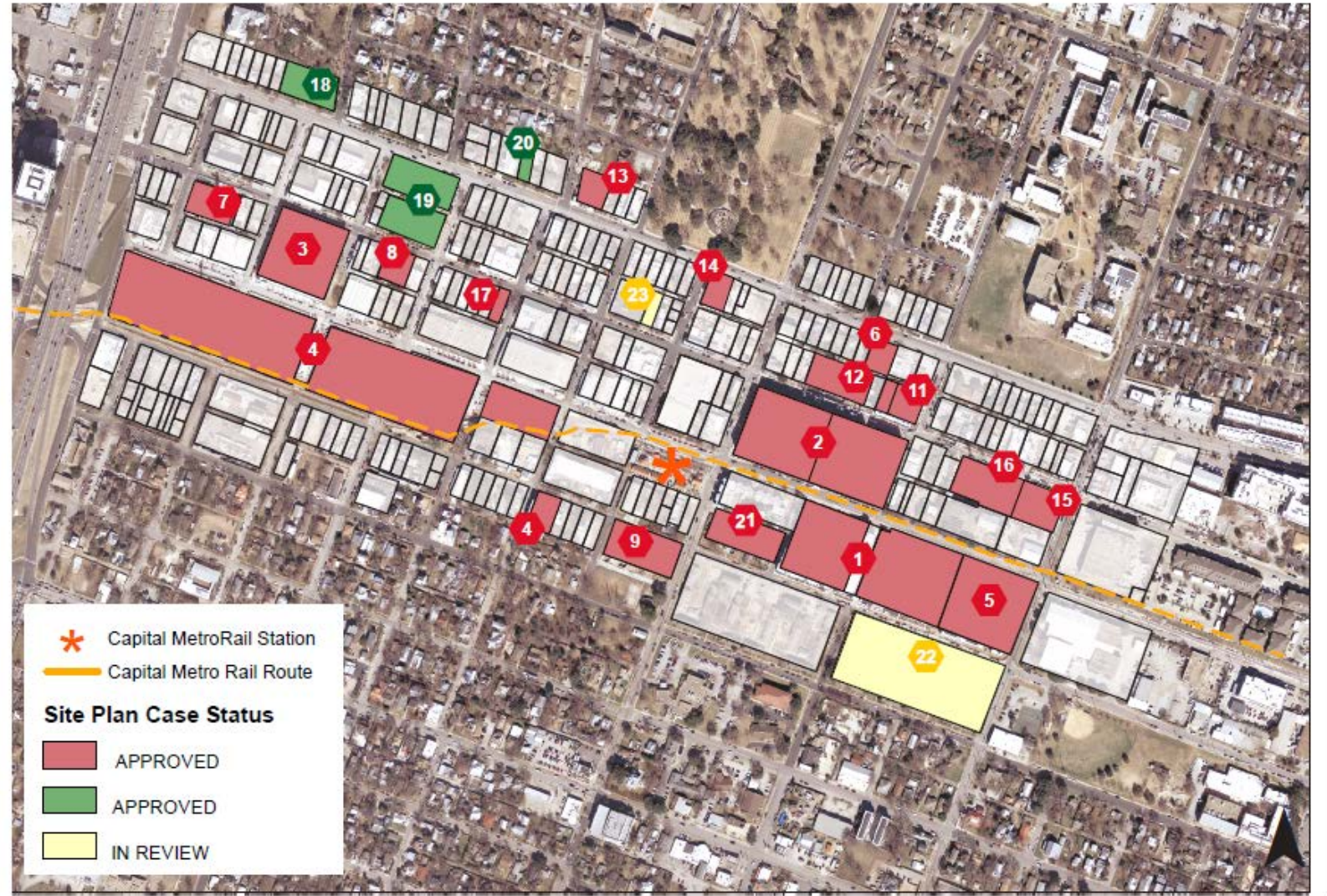
294 Tracts

8% Approved Site
Plans

42% of Total Area

Development Permitted with Regulating Plan

January 2019



MLK



73 Tracts

19% Approved Site
Plans

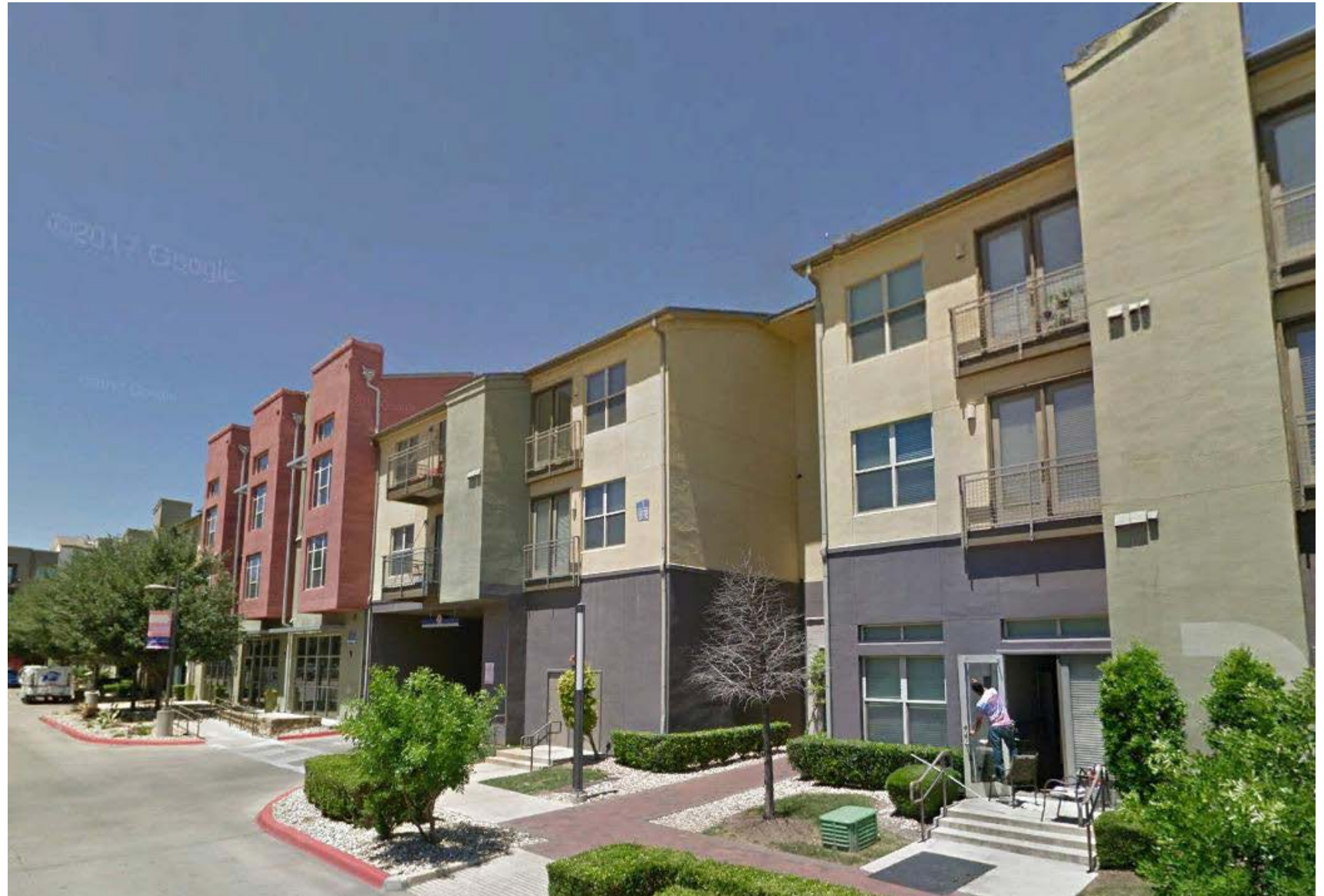
41% of Total Area
Developed

Development Permitted with Regulating Plan

January 2019



Lamar Justin



199 Tracts

4% Approved
Site Plans

36% of Total
Area

Development Permitted with Regulating Plan

January 2019



North Burnet Gateway

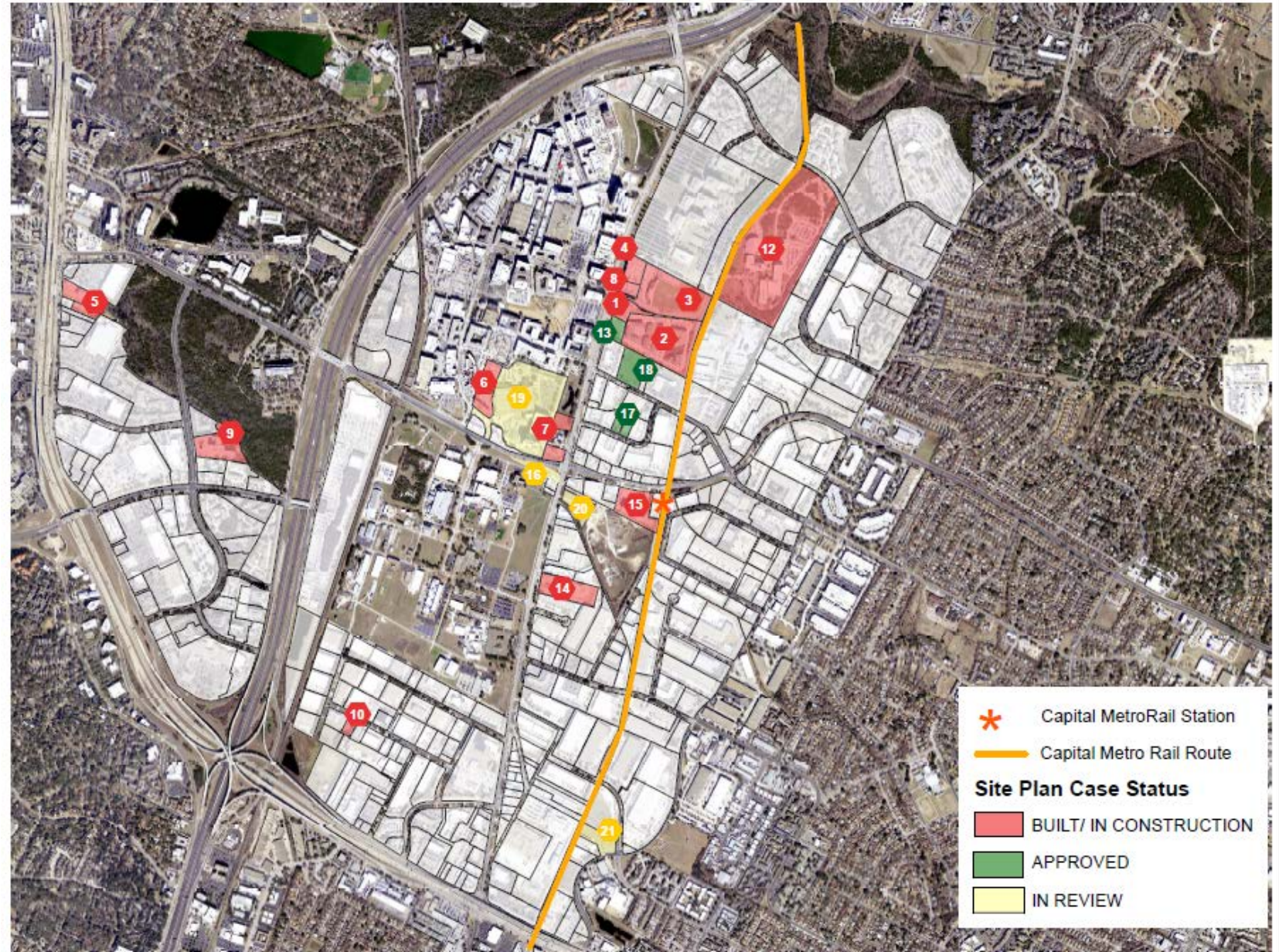


351 Tracts

6.5% of Tracts have

14% of Total Area
Developed

Development Permitted with Regulating Plan



East Riverside Corridor

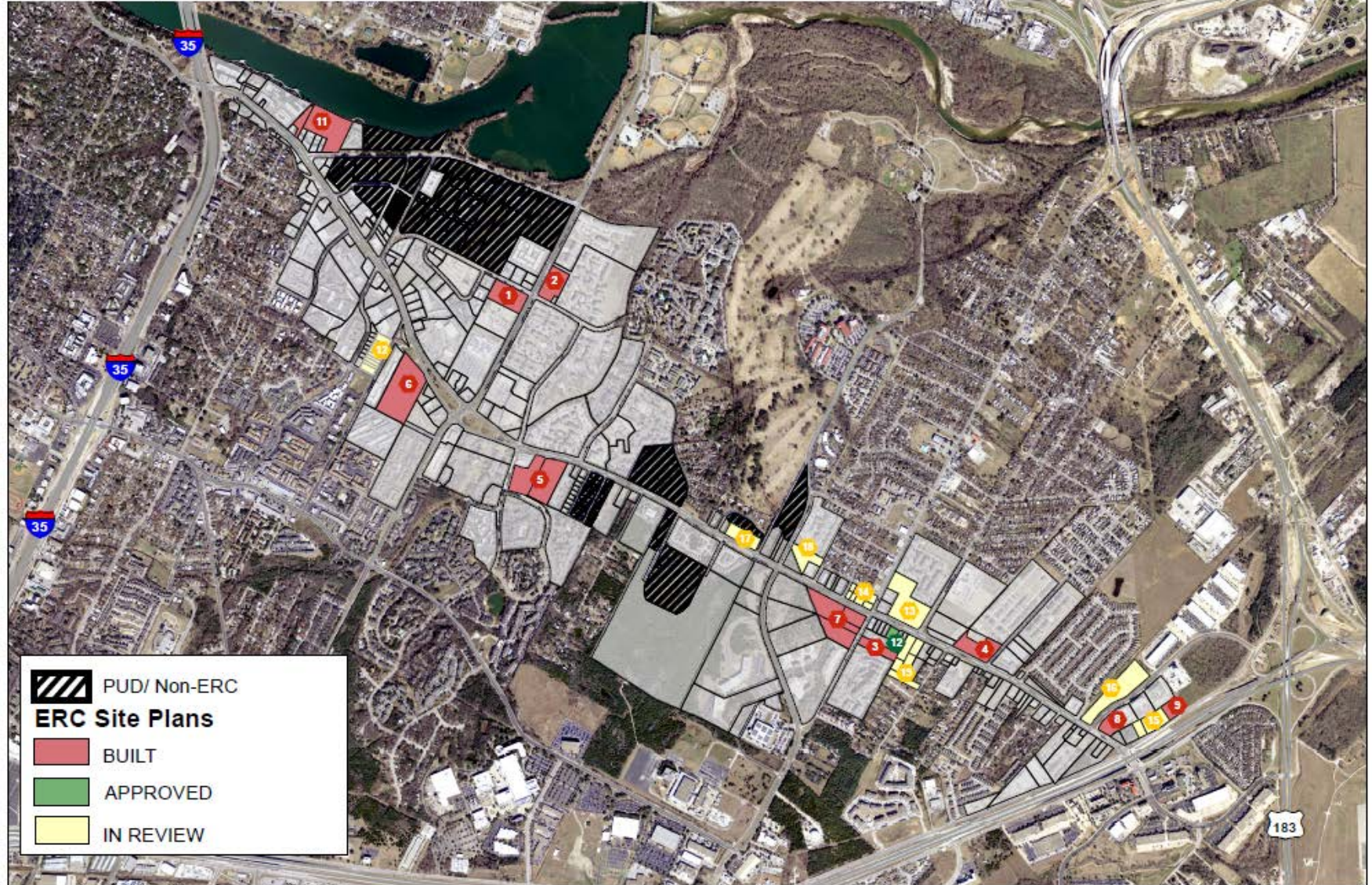


419 Tracts

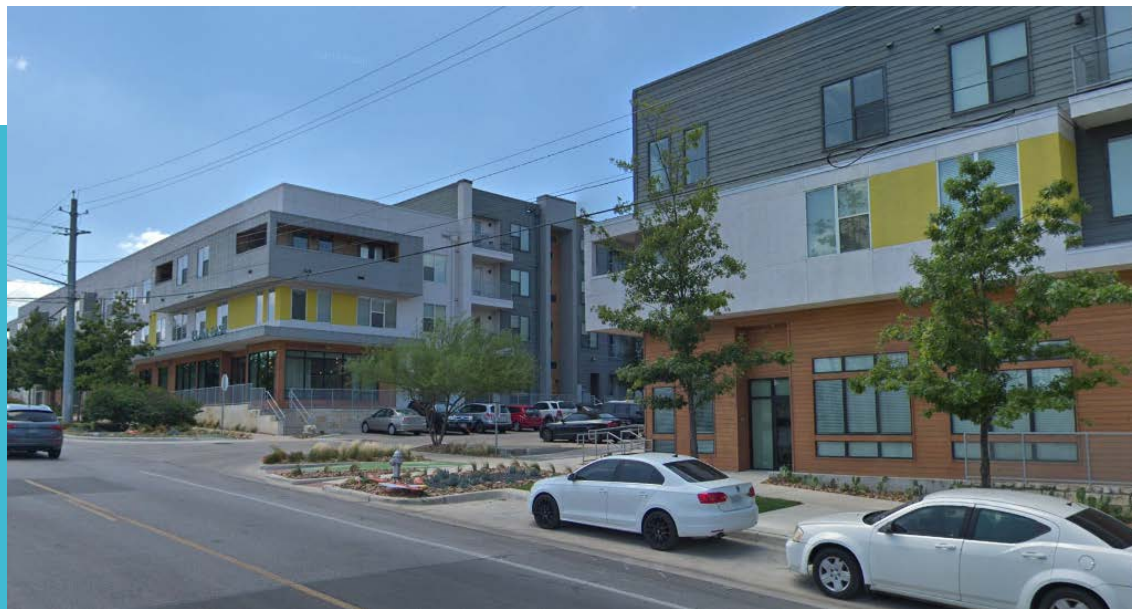
5% Approved
Site Plan

9.5% of Total
Area

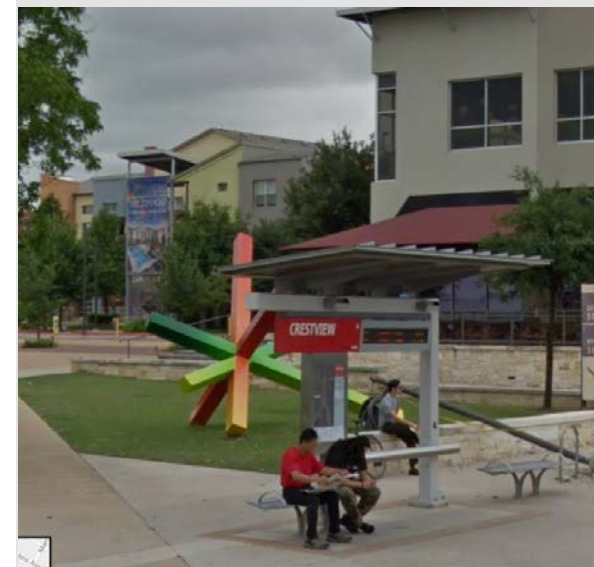
Development Permitted with Regulating Plan



Item D-01



32 of 33



Questions?